

5¢ To Subscribers of THE JOURNAL.
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Coming Events.
Pan-American Exposition, Buffalo, New York, May 1 to November 1, 1901.
JAPAN embarrassed for want of funds.
HON. W. P. FRYE has been re-elected U. S. senator from Maine.

WILLIAM A. CLARK has been elected United States senator from Montana to succeed Senator Carter.

The cotton crop of this country as estimated by a cotton statistician for the last year is 3,750,000 bales.

The British war office will invite the enlistment of 5,000 additional yeomanry for service in South Africa.

F. H. MILLER, a prominent citizen of Crete, Neb., has donated \$10,000 to his city to be used in the erection of a public library.

As the result of a drunken row Saturday Henry Whelstone, a resident of Bellevue, is lying fatally injured at the South Omaha hospital.

The late Philip D. Armour once said: "I am no talker. I made my fortune by learning to keep my mouth shut. When the teeth are shut the tongue is at home."

A FOURTH pair of twin boys were born to Mr. and Mrs. Sherman McKinnis in Farmington township, Illinois, last week. All the children are living, and are under 8 years of age.

On January 25th the Thirty-sixth Regiment of Infantry, United States Volunteers, will sail from Manila, P. I., on their return to this country. They come over on the Pennsylvania.

All preparations are being made in England as though the death of Queen Victoria was sure to happen in a few hours, notwithstanding the bulletin of Monday evening that her condition was slightly better.

A SHIP has arrived at New Orleans that can carry 28,000 bales of cotton in one cargo. It is an indication of the demand for the Nicaragua canal and a ship channel in the Mississippi.—St. Louis Globe-Democrat.

HAZING of any kind or degree, whether at West Point or elsewhere, is simply bullying, cowardly brutality. Americans love fair play, and will, soon or later, stop hazing by whatever force may be found necessary.

QUEEN VICTORIA lies in a comatose state, and it is said that life is now prolonged solely by a method of artificial respiration. A cablegram from Cowes, Isle of Wight, Jan. 21, 3:45, a. m., said: "The queen still lives, and there is no change in her condition."

M. S. QUAY, after a bitter fight covering a period of over two years, has been elected to represent Pennsylvania in the U. S. senate. Thomas M. Patterson is the new Colorado senator. James McMillan has been elected senator from Michigan. North Carolina re-elects H. F. Tillman as its representative in the U. S. senate.

ONE of the successful and noted men of the Nineteenth century prophesied that "fifty years hence the great men of the world will be numbered by fifty thousands," and of course the mothers of these men will be equally great, if they have "rocked the cradle" of their children in the right way. This is a wonderful world, as we can see judging from the past, and the boys of today and tomorrow have wonderful opportunities before them, which, if rightly improved, will make them great men.—Wallace's Farmer.

COL. L. J. FOLK, general manager of the Gulf, Colorado & Santa Fe, is authority for the statement that the oil well recently discovered at Lucas, Texas, is a world beater, and is only the beginning of many equally as wonderful wells which will be brought out in the same locality as rapidly as drilling rigs can be shipped there and set to work. Col. Folk says that the daily output of the well, at the most conservative estimate, is 15,000 barrels of oil, and that many reliable oil-well experts who are on the ground assert that the flow is as great as 25,000 barrels daily.

The congressional committee investigating the case of the deaths of Cadets Booz and Breth and making inquiries regarding the practice of hazing at the military institute at West Point, decided that every witness called must answer all questions put to him. Congressman Driggs of Brooklyn said during the course of the hearing: "We are here as representatives to get all the facts, not only in the case of Cadets Booz and Breth, but in every particular regarding hazing in the mess hall or in other places in this institution. The academy is an aerial and every one connected with it, and we intend to show the country the truth of the matter and hazing must go."

"CASP" is the largest wool market in the United States. Last year 6,000,000 pounds of wool were brought there for shipment. About 5,000,000 pounds of this wool were sent to various eastern points and 1,000,000 pounds are still in warehouses awaiting a change in the market," said C. H. King of Casper, Wyoming, who is at the head of the wool market. He has many sheep of his own and deals largely in wool. The winter weather has caused a slump in the price of wool. Mr. King says, and the amount of woolen goods which is still in the hands of dealers has a tendency to hold down the price.—Omaha World-Herald.

A young Iowan declares he has a new, sure cure for consumption, having already effected ten cures.

As to U. S. Senators.
Under this heading we purpose giving, from week to week, such information and speculation as may be of current interest.—Ed. JOURNAL.

Practically all of the political seers have reached the conclusion that a long fight is on, with the chances in favor of ending in a deadlock. They do not look for Thompson's men to desert him, because he is backed by the strongest organization in Nebraska. More than that he is a man of iron determination. His candidacy two years ago, which everybody admits was weaker than it is this year, prolonged the fight for weeks. It is not expected that either Thompson or Rosewater will give in short of two months, and the fight cannot come to an end unless one gives in or the two form a successful combination. But Thompson cannot throw his votes to Rosewater, and that fact sets up the game tighter than ever.—Lincoln Journal, Jan. 19.

FACTORIES—HOW MANY?

Canning Factories are an Undoubted Good Thing if Rightly Managed.
This Entire Western Country Might Satisfy be Challenged for a More Favorable Location, all Things Considered.

EDITOR COLUMBUS JOURNAL, Dear Sir:
As the question of locating and building a canning factory is being agitated, I desire through your columns to say a few words regarding it, and more especially as to the advantages which our irrigation facilities will have upon the results of the products raised for and marketed at a canning factory.

Speaking from a twenty years' experience in Colorado and Nebraska in farming by irrigation, I have no hesitancy in saying that the lands covered by the Great Eastern Canal are as well adapted to irrigation as any I have ever seen, and under a system of good, thorough farming by irrigation, will show results that will more than astonish the owners in a financial way.

I am well aware that the average Nebraska farmer does not take kindly to irrigation farming, due mainly to the mistaken idea that there is too much hard work about it, and that there is a certain knack about it that they cannot master.

Any farmer with good horse sense can irrigate his crop if he goes about it with the same idea that he goes about the cultivating and raising of a crop without irrigation, that is, that he will hammer away at all sides of it and do his best.

There is no hidden art or mystic scientific principles that must be applied to accomplish the desired end, and any one who is truly interested and anxious to accomplish the best possible results from his farming can very easily learn to irrigate his land and his crop. He will undoubtedly sooner get it down to a fine point by questioning an expert or thoroughly examining his methods, but he can also learn it by experience and in a short time.

The location and operation of a well equipped canning factory means more for the community of farmers who supply it than any other industry now operated for the manufacturing of farm products, the main reason being that there is less expense in preparing and delivering the crop than for any other market.

Sweet corn is "snapped" green and delivered in the husk by the ton. Peas and beans in the same manner. Tomatoes direct from the field to the factory, and all products so delivered need less preparation than for any market used in a natural state, and when time is worth as much money as it is today, all these items mean a long string of figures on the profit side of the producer's ledger.

Any person who will take time to investigate will find these figures correct. Tomatoes well cared for under irrigation will produce from 250 to 600 bushels per acre. They are worth at the factory 20¢ per bushel, which means a return of \$50 to \$120 per acre. Thirty dollars per acre will cover all expenses, which leaves a clear profit of \$20 to \$90 per acre. Any farmer single handed can until picking time handle 10 or 15 acres of tomatoes. Sweet corn will give a profit of from \$15 to \$25 per acre. Any farmer in Nebraska knows how much corn he can handle when he only has to snap it and haul it to market direct from the field. Peas and beans will give a profit of \$35 to \$60 per acre, and the same ratio holds good for any product handled by a canning factory. It is also a well-established fact that the growing of tomatoes, peas or beans, or nearly every crop grown and harvested in a green or unmaturing state and the vines left and plowed under while green, are of great fertilizing value.

The fact that any and all the reliable wholesale houses who handle canned goods are willing and anxious to contract in advance for the whole output of the total capacity of all canning factories, secures no further comment, as to the question of overdoing the business, or as to stability of prices in future.

Nebraska canned goods stand at the head of the list as to quality as relating to products now canned in this state, and some of the wholesale firms even offer a bonus over regular prices in order to control the pack of some of our best canneries.

This would be the only locality in this state that I know of where a canning factory would be located, that the product would be raised entirely on lands under irrigation. As contracts for the pack are made prior to the manufacture of the product, it is very essential that the contractor be fully satisfied that the factory can carry out its contract, and this is only certain where the liability of drought to destroy the crop does not exist. And this can only be assured where the product is raised by irrigation. So there can be no doubt as to the success of a canning factory in this locality, if competently managed and operated.

As to location of the first factory in this valley, everything considered, Osceola is undoubtedly the best point, for the following reasons: The canal is constructed to this point large enough and in shape to furnish an ample supply of water for lands in this immediate vicinity without further expense to its owners. We have a diversified soil entirely adapted to the growing of all kinds of products for a canning factory, and a good site for the buildings, embracing suitable and adequate railroad facilities which can be obtained here easier and cheaper than at any other town in the valley.

As to the question of help necessary to operate the factory while running (which is from 50 to 75 days, and requires a force of 60 to 90 persons), it is true that Osceola has but very little resident help that can be utilized; it is also true that an establishment of this kind can always obtain all the help needed when they pay cash; that help will seek the labor when they know where it is, and any one who has had any experience, knows that a force of non-resident help is more desirable, easier handled and more reliable as to punctuality and every day attendance than a force whose homes are where the plant is located, especially where they are only employed during a short season of the year.

There is no reason however why factories should not be entirely successful located at Columbus, Osceola and Monroe, as 1500 or 2000 acres of crop is about the limit that a plant could handle at either of these points.

The growing of products for a canning factory fits in perfectly with the growing of field and garden seeds which is being very rapidly and successfully carried on by many of our farmers, and there are several products now raised for seeds that can be utilized by a canning factory, after the seeds have been extracted. Several varieties of squashes and pumpkins can be so utilized. Hubbard squashes will yield from 10 to 20 tons per acre, and after the seeds have been extracted, are worth for canning purposes about \$2 per ton, which means from \$40 to \$75 per acre for squashes; and there are other products that can be so treated with like results.

A few of the most prominent reasons why a canning factory should be built are:

- 1st. It furnishes a cash market to the farmer at a season when no other ordinary farm product can be marketed.
- 2nd. It will pay the stockholders, whether there be one or forty, ten to twenty per cent on the investment.
- 3rd. It will furnish the local banks an avenue to handle funds on short time, at a fair rate of interest on gilt-edge security, at a time when there is generally a slack time in the money market.
- 4th. It will increase in value from \$5 to \$10 per acre every acre of land within the limit of the plant. It will build up your town. It will help your canal interests, will furnish employment to 75 or 100 people while the factory is working, and many other reasons that time and space forbid to mention.

There are a great many other details bearing favorably on this question, one of which would be the building and operating of a local manufacturing factory for the making of tin cans to supply the millions of cans needed should there be two or more factories built in this valley. Also a label printing establishment, etc. Of course the success of the plant, aside from the growing of the product, depends entirely on its management and operation. A thorough and experienced manager of every detail must be had, and just as essential is a first-class "process man," who is master of his part of the business. With these two men at the head, there is no such thing as fail, for I do not own a foot of land in this locality and have no ax to grind, but submit these facts, only because I am always interested in the betterment of the community I am in.

Very truly yours,
E. C. LUCE,
Osceola, Jan. 14, 1901.

Capital City Letter.
LINCOLN, January 21.—(Special correspondence.) The legislative work is now at a standstill, practically, depending upon the settlement of the senatorial contest, and so far as can be seen from the outside there is very little prospect of an early settlement. It is quite evident that a determined fight is being made, not so much for two men as against two men, and the public business suffers in consequence.

This being the fact, it will not be long until it will be the duty of the republicans of the state to make a united demand for the closing up of the contest. One week more will determine whether this can best be done by demanding the withdrawal of the candidates who are in any way objectionable to any part of the state or to any considerable number of republicans, and then unite in calling for the election of two men from among those against whom no objections are being urged.

Those who are itching the fight, which includes practically every republican in the state, are likely soon to conclude that the interests of the state and of the party are of more importance than the personal ambitions of a few individuals, and that unpopular candidates ought not prolong the struggle.

The governor has announced a visiting delegation that the state oil inspectors will be given to one of the members of the legislature in case the inspection law is not repealed. He does this to carry out a promise made election week, and declares that the appointment will be made without reference to the pending senatorial contest. The various candidates for the chief place are now hunting for deputies.

The new normal school bills are not making surprising headway, and it is not believed that even the "log rolling" process will get any of them through. Many of the members declare that there will be no extravagant appropriations this session, and that they will see to it that the institutions are provided in such a way that the poor system of wholesale deficiencies will be impossible. ADAM GRABNER.

George Andrews, who lives on No. 6, of the Allerton ranches, met with a shocking accident last Friday. He was at the top of a windmill trying to make some repairs when his hand was caught in the cog and mangled fearfully. At last reports he was doing well and it was hoped he would be able to keep his hand and fingers.

It is not often that we are indebted to the undertaker for a cheerful piece of news, but so we consider the remark of Mr. Boardley, that few undertakers in the state have had less occasion than he to purchase coffins for children—in fact his orders in this gruesome line during the past few years have been few of any kind.

The merchants in towns adjacent to Fullerton have had largely increased trade during the small crop scare at that place. Belgrade and Cedar Rapids are among those who have been benefitted through the misfortune of our neighboring town. The authorities of Fullerton are to be commended for their unselfish effort to keep the full facts constantly before the public and for guarding the public health even at a sacrifice of business interests. This will, we believe, prove to be the better business policy.

Real Estate Transfers.
Becher, Hockenberger & Chambers, real estate agents, report the following real estate transfers filed in the office of the county clerk since our last report:

Ida L. Robbins to H. E. Robbins, s.w. sec 2 and n.w. sec 11-18-4w, wd..... \$5120 00
G. B. Spiece to C. E. Pollock, pt. lot 9 blk 1, Turner & Hulst add to Columbus, wd..... 1 00
Frank Buggi to Mary Bogus, s.w. sec 17-19-2w, qd..... 100 00
H. E. Ayres to B. Hassmann, pt. s.w. sec 17-20-3w, wd..... 1000 00
M. Prok to O. T. Roen, s.w. sec 15-18-2w, wd..... 500 00
Catherine Luckey to F. J. Stracke, n. sec 31 and n. sec 32-18-1w, wd..... 6400 00
W. H. Illian to Addie Stoenkaeger, undivided 1/2 of s. sec 20-19-3w, wd..... 1000 00
Jacob Liss to Thomas Liss, s. sec 31-17-1w, wd..... 1000 00
E. H. Chambers et al Referees to Mary Horalek, s. sec 10-19-3w, Referees deed..... 1950 00
S. W. Lightner et al to D. F. Shlay, lot 4 sec 7-17-2w, wd..... 150 00
Ella M. Dowell to Elmer C. McDowell, s. sec 27 and n. sec 19-3w, qd..... 1 00
Pius Fefel to Pius Fefel Jr., w. sec 4-17-1w, wd..... 1 00
August Sauer to John Sauer, s. sec 24 and n. sec 23-20-3w, wd..... 4900 00
Harriet R. Anderson et al to David Wilkinson, w. sec 2 and n. sec 14-18-4w, wd..... 3000 00
Total..... \$21125 00

FRED ALEXANDER, the negro who attempted to assault Miss Eva Roth, and who was supposed to have assaulted and killed Pearl Forbes in Leavenworth, Kansas, in November last, was one day last week taken from the sheriff's guard and burned at the stake at the scene of his crime, half a dozen blocks from the center of the city. Probably 8,000 people witnessed the lynching. Alexander was tied to a railroad rail placed upright in the ground; then coal oil was poured over his body and set on fire. The wretch protested his innocence to the last. All violations of law are detrimental to the good of the country, but laws should be made in the general interest, and this is the reason why, in a country like ours, the whole body of intelligent people should take a lively interest in public matters, and if objectionable laws are sometimes enacted, it is best to suffer their ill effects until they can be repealed. This course will make the individual sovereign voter more careful in his choice of law-making and law-interpreting officials. Every violation of law and good order weakens the bond of society. There is no doubt that there are some who show, by criminal acts of various grades, that they are unacquainted with civilized people, but such brutality as shown at these lynchings, is itself a gross violation of law on the part of the lynchers, the tendency being to brutalize the community which tolerates them.

CORNELIUS L. ALVORD, JR., the defendant in the case of the First National bank of New York City, was last week sentenced to thirteen years' imprisonment. The amount of his delinquency was \$600,000.

Real Lesson of the Election.
Take the free trade states from the Bryan column, and the latter would disappear from the electoral map. This shows that despite the furor over prosperity on one side and trusts and imperialism on the other the real issue with the masses was protection.

Until manufacturing obtained a firm foothold in Maryland, Delaware and West Virginia they were reliable Democratic states. Today they seem firmly fastened to the Republican column, and every hive of industry added serves to increase the Republican vote. Increase of manufacturing has also changed Indiana from a debatable to a sure state.

The lesson of the recent election is that no party can prosper that opposes the protective tariff. So long as Democracy fights with the free trade issue it will have no standing outside of the south and not a ghost of a show of winning a presidential contest.—Philadelphia Item.

Where the Theory Ended.
What more consoling phase of the effect of a Republican administration upon national conditions could there be than the haste of the college officials to declare that they favor the re-election of McKinley? In the first Cleveland campaign a majority of them were for the apostle of free trade. That was theory, and they got their fill of what they asked for. Under McKinley they got fact, and they liked it so well that they are demanding more of it with a unanimity which, considering their abstract vocation, is more than to be expected. The fact stopped at the consoupe. The fact stopped at the buy mill and savings bank.—Philadelphia Inquirer.

SHIP SUBSIDY BILL.

WHY OUR MERCHANT MARINE NEEDS GOVERNMENT AID.

It is Not the Cost of Building, but the Cost of Running American Ships, that is the Higher Wage Rate, That Counts.

Some sort of ship subsidy bill will undoubtedly be passed either by the Fifty-sixth congress at its last or the Fifty-seventh at its first session. It may not be that now before the house, but it is far more probable that it will be passed in the next session.

Warned by the experience of the St. Louis convention in declaring for the alluring and logical but impracticable revival of discriminating navigation laws, the body which met at Philadelphia committed itself only to "legislation which will enable us to recover our former place among the trade carrying fleets of the world."

Such place would not have been regained merely by the building of "ocean liners," as planned in the first Hanna-Payne bill. Nor is it certain that it will be even now by the inclusion of vessels down to the 12 knot capacity. The bulk of the world's commerce is carried at nine knots, and not until some quite unforeseen economies in the fueling and manning of ships are devised will it be carried faster. A great many nine knot ships could be put out under the subsidy of a very few 21 and 19 and 17 knot ships, and when they were on the coast, they would be a serious (ten months of 1900) would travel in American bottoms. Some such law as that outlined will be passed. It will not be because the Philadelphia platform declares for it. This legislation is matter of party policy and not necessarily party principle, and party faith would not be broken by a failure to enact it. It will be passed because there is no other possible way of reviving our shipping, and it is unbusinesslike, wasteful and extravagant to let our shipping languish further.

This truth is nowhere so plainly demonstrated as in an examination of the arguments against such a measure. Not one, so far as we have been able to observe, its existing conditions. Each is beside the point, is aimed in the air, and is not in the least practical. The arguments stretch like limbs and rub their eyes at a map in the Catskills, "mumble" drowsily the old formula of "free ships." Let the American who wants to freight goods be permitted to buy his freighter abroad in its time honored recommendations. Let the American ship abroad he would have to have a subsidy to man it at home. It is not the cost of building that keeps American vessels out of the foreign trade. Thanks to protection and domestic competition, the price of an American ship is no longer so largely inflated as that of a foreign ship. To make the difference between profit and loss in the shipping trade. The increased investment owing to the employment of American yards by shipowners will not, to meet its interest charge, call for an appreciable portion of the subsidy. It is not the cost of building that keeps our shipping at the American wage rate, that counts. It is that which gives a foreigner the advantage of at least one Atlantic voyage a year. The "free ship" shibboleth is an anachronistic survival of good old colony times economically as well as in the "free ship" of good old colony times politically.

So the smug, self contained observation of the Boston Evening Record as "to the time and period of our lead in the abundance and cheapness of fuel and steel" being the "least logical" of the arguments against the ship subsidy bill is for the same reason merely lame. We are not to subsidize shipbuilders, but shipowners. It is wages and not material which supply the prohibitive obstacle to their pursuit of foreign trade which the subsidy would overcome.

The publishers of the Buffalo Morning Express are so confident of prosperity now that McKinley has been re-elected that they announce the price of the paper will hereafter be only 1 cent.—East Aurora (N. Y.) Advertiser.

The Vote in the South.
The southern states polled less than one-fourth of the votes cast in the 45 states in the Union, although they must have about one-third of the population of the country. The average proportion of voters to population is about one in seven, or an average far below what prevails in the northern states. This absence of interest in national political questions is not heartful, but it will doubtless continue as long as present conditions prevail in the south.—Philadelphia Press.

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"Talking with a New York paint manufacturer about paint of a certain kind, the paint man said incidentally that he had seen paint of that color on walls in Pompeii. Oddly enough, the other curious illustration arose out of the same ancient city. A New Yorker engaged in the manufacture of lead pipe said, incidentally to something that he was telling me about lead pipe, (that he had found in Pompeii lead pipe in fair condition, this pipe, while covered with an incrustation that had gathered upon it in the long time it had been buried, yet cutting with as bright and perfect a cleavage as though it had been made yesterday instead of many centuries ago.

"These two things interested somewhat the paint man and the lead man respectively, and they certainly interested me."—New York Sun.

What Didn't Know.
"Oh, my dear daughter," to a little girl of 6, "you should not be frightened and run from the goat. Don't you know you are a Christian Scientist?" "But, mamma," excitedly, "the Billy-goat doesn't know it."—Trained Motherhood.

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The second prize is a ticket to Denver, thence to the Black Hills, and \$25 in cash—value \$75.

Particulars can be obtained by addressing J. Francis, G. P. A., Burlington Route, Omaha, Neb.

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The Burlington Route offers twenty prizes, aggregating \$500, for letters which can be used in encouraging immigration to Nebraska.

The first prize is a round trip ticket from any Burlington Route station in Nebraska to Yellowstone Park, and a complete trip through the Park, including stage transportation and five and a half days' accommodations at the hotels of the Yellowstone Park Association—value \$100.

The second prize is a ticket to Denver, thence to the Black Hills, and \$25 in cash—value \$75.

Particulars can be obtained by addressing J. Francis, G. P. A., Burlington Route, Omaha, Neb.

SHIP SUBSIDY BILL.

WHY OUR MERCHANT MARINE NEEDS GOVERNMENT AID.

It is Not the Cost of Building, but the Cost of Running American Ships, that is the Higher Wage Rate, That Counts.

Some sort of ship subsidy bill will undoubtedly be passed either by the Fifty-sixth congress at its last or the Fifty-seventh at its first session. It may not be that now before the house, but it is far more probable that it will be passed in the next session.

Warned by the experience of the St. Louis convention in declaring for the alluring and logical but impracticable revival of discriminating navigation laws, the body which met at Philadelphia committed itself only to "legislation which will enable us to recover our former place among the trade carrying fleets of the world."

Such place would not have been regained merely by the building of "ocean liners," as planned in the first Hanna-Payne bill. Nor is it certain that it will be even now by the inclusion of vessels down to the 12 knot capacity. The bulk of the world's commerce is carried at nine knots, and not until some quite unforeseen economies in the fueling and manning of ships are devised will it be carried faster. A great many nine knot ships could be put out under the subsidy of a very few 21 and 19 and 17 knot ships, and when they were on the coast, they would be a serious (ten months of 1900) would travel in American bottoms. Some such law as that outlined will be passed. It will not be because the Philadelphia platform declares for it. This legislation is matter of party policy and not necessarily party principle, and party faith would not be broken by a failure to enact it. It will be passed because there is no other possible way of reviving our shipping, and it is unbusinesslike, wasteful and extravagant to let our shipping languish further.

This truth is nowhere so plainly demonstrated as in an examination of the arguments against such a measure. Not one, so far as we have been able to observe, its existing conditions. Each is beside the point, is aimed in the air, and is not in the least practical. The arguments stretch like limbs and rub their eyes at a map in the Catskills, "mumble" drowsily the old formula of "free ships." Let the American who wants to freight goods be permitted to buy his freighter abroad in its time honored recommendations. Let the American ship abroad he would have to have a subsidy to man it at home. It is not the cost of building that keeps American vessels out of the foreign trade. Thanks to protection and domestic competition, the price of an American ship is no longer so largely inflated as that of a foreign ship. To make the difference between profit and loss in the shipping trade. The increased investment owing to the employment of American yards by shipowners will not, to meet its interest charge, call for an appreciable portion of the subsidy. It is not the cost of building that keeps our shipping at the American wage rate, that counts. It is that which gives a foreigner the advantage of at least one Atlantic voyage a year. The "free ship" shibboleth is an anachronistic survival of good old colony times economically as well as in the "free ship" of good old colony times politically.

So the smug, self contained observation of the Boston Evening